

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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S. A. S. M. E. E. Bulletin

1927 ~ 2003

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THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

DECEMBER 2003

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CLUB JOTTINGS

by SMOKEY

COAL BUNKER

On wednesday 3rd September Simon Huntington turned up at SASMEE with his Chrysler ute towing a tandem trailer upon which was our new coal bunker. What an impressive sight it was and weighing in at 530kg. The structure, which will have a capacity of 2 tonne, measures 8ft long, 4ft wide and 8ft 6inches high and is supported on 6 legs. A substantial concrete base was laid some weeks ago. The back of the workshop, against which the bunker is situated was given a fresh coat of bronze olive to compliment the structure which is painted grey with sign writing in red. A builder's decal is on one end.

A further coal order has been placed with Stirling Fuel Supply so this will end the dirty job of bagging and unbagging coal {char}. Our thanks to Simon [Huntington Engineering] for constructing the bunker at a very reasonable price and for the delivery and installation.

SPRING RUNNING Sept.2003

The PFD on Sunday was not only Father's Day but Port Power were playing at Football Park [can't get used to AAMI Stadium] Although the Power ended up losing we were certainly winners with good sunny weather [20degrees] a good crowd and plenty of locomotives on hand. Jack Davey was away and John Lewis handled the ticket box with patience and expertise. Five birthday parties were noted, two of which had quite substantial birthday cakes in the shape of locos plus carriages, Quite imaginative!

There was no shortage of help in the canteen with Jean Clark, Marg Lewis, Mary Homann, Dawn Schaeffer, Kristine and Janelle Templeman. The steamhouse was attended by John Weidenhofer, Bob Scanlon and David Eustice. Absentee Ralph Ollerenshaw had been called to sea again for a while relieving on the M.V."ACCOLADE II". John Weidenhofer will be pleased to learn that a gate has been inserted on the western side of the pond which will allow him access with his "ALLCHIN" traction engine for demonsration purposes.

cont`d

SASMEE PARK STATION 5"q.

Station masters Des Goedecke and John Monte dispatched the following trains:-

0-6-0	SCHENECTADY	David Hawkins
2-8-0	NIGEL GRESLEY	Brian Homann
4-6-0	LNER B1 #1088	Terry Trezise
2-8-4	Modified CARIBOU	Gavin Thrumm
4-6-0	DORIS [3 1/2"G]	Allan Wallace
-----	HEISLER	Graem Dricoll
-----	Shunter J004	Andrew Mathews

MILLSWOOD STATION 7 1/4"q.

Station masters Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-2	TALYLLYN #1	Bert Francis
0-4-0	DOLGOCH #2	Craig Dunstan
0-6-0	KOPPEL	Glen Templeman
4-6-2	PACIFIC #8443	Ian Thomas
0-4-0	JENS #1938	Bill Coles
0-6-0	JINTY [did not run]	Len Redway

The boat pond never fails to please and water craft were operated by Norm Kernick, Dean Digiusto, Douglas Wallace, Bill Weste and Michael Jeffress.

A FAREWELL

Sadley SASMEE is to lose a valued member in that Douglas Wallace is relocating to Pt Augusta. Having been able to secure appropriate accommodation for his father, Neil, also a member, Doug is to base himself in the Northern city to be with his fiancé with the occasional visit to Adelaide. Since becoming a member Doug became very popular at the boat pond with his innovative and experimental water craft, especially the speed boat towing the Bikini clad girl on water skis. We all wish Doug all the best for the future.

NEW MEMBERS

SASMEE extends a cordial welcome to the following new members and trust that they will join in the fellowship that our hobby provides.

David Naeser	Full Member elected Sept.2003
Ainsley Cuthbertson	" " " " "
Simon Lindsey	Family Member " Oct 2003
Barry Brown	Full Member " " "

ENTERTAINMENT

Members at the September meeting were treated to a well prepared talk by Brian Homann and John Lyas, combined with a video, of the trials and tribulations of steam loco NM25 and its eventual rebuild which retained very little of the original components. The end result, which cost approximately \$700,000 will give Pichi Richi Railway a star attraction for many years to come.

Our annual auction night was held at the October meeting with Jack Davey weilding the gravel. The huge quantity of stuff presented could only be described as junk of the highest order. Very surprisingly it turned out to be the best auction night ever as the Club coffers received an injection of some \$540.00. Who says junk does not sell?

The November meeting was the Annual show of work.--- see separate report.

FENCES AND GATES

Since the amusement device debacle in 2002 we have not been able to allow traction engines and other road vehicles to haul members of the public for reasons that you are aware of.

A while back John Weidenhofer signified his willingness to provide his "ALLCHIN" traction engine for demonstration purposes and to this end a gate was inserted on the western side of the boat pond fence which allows entry into the boat boy's area.

When desirable John is able to set up his "ALLCHIN" to do a number of tasks whilst in a stationary position.

Notwithstanding an acute shortage of space SASMEE executive have been trying, for some time, a suitable alternative where these models can be run. After much deliberation a parcel of club ground has been deemed suitable. It is the lawned area behind SASMEE Park Station extending to and including the North Western portion of the old exhibition track. The extra area to be closed off to the public will not cause any inconvenience.

Hopefully, within a short period of time, the necessary fencing and gateway can be installed and once traction engines etc can be on the move.

With regard to hauling members of the public a huge question mark still lingers, maybe with the passage of time a solution may come to hand.

See "Committee Directive" statement article.

GOVERNMENT REGISTRATION

Also, resulting from the problems experienced in 2002 members are aware that we now have to be registered as an amusement device. [whether we like it or not] One of the appointed Engineers to carry out the necessary assessments is Mr Allan Whittle.

His services were retained on Monday 8th September whereby his inspection did not reveal any problems, especially since we had carried out all his recommendations of the previous visit in 2002.

Accordingly we are certified to operate for the next twelve months.

Members are reminded that when operating on a public field day we must continue to act in a professional manner bearing in mind that safety of our patrons is paramount.

BOILERHOUSE

The full size horizontal boiler underwent its annual inspection by boiler inspector, Bernie Dickinson, on Wednesday 5th November and was certified as OK. A while back it was recommended that the boiler be emptied after each use to minimise the natural process of corrosion. Of course this meant refilling the boiler prior to further using --- rather time consuming. An electrically driven water pump has been supplied and fitted making for an easy operation. All help given in this area is certainly appreciated, after all we are helping to preserve some of our State's history, where else in Adelaide can you see full size working steam machinery?

GENERAL MEETINGS

For the 12 month period ending November 2003 the average attendance at meetings was 46.

The maximum number was 55 at the July meeting with the minimum being 36 at the April meeting. Our current membership is around 120 ---- A very pleasing number.

CANTEEN

Due to terrific sales in the canteen on running days it stands to reason that our fridges and freezers be well stocked with supplies to meet the demand. It therefore follows that our equipment must be in reliable order. Recently in August, it was discovered that one of our fridges was playing up, requiring new parts. One of our new members, Graham Richards and electrician be came aware of our plight and kindly volunteered to repair the fridge with minimal disruption. Many thanks Graham.

SPRING RUNNING SEPTEMBER 2003

The PFD on Saturday 20th September was worth recording for several reasons. A record was set with no less than 15 birthday parties scattered over the grounds. With the huge crowd containing hordes of children 2 safety officers were appointed for the day, and a number disruptive kids had to be pulled into line for such things as climbing trees, kicking footballs near train tracks and other misdemeanors. Strangely enough a lot of parents were looking on, thinking their children could do no wrong.

In spite of the hustle and bustle we manage to keep things in order and ensure that everyone enjoys the afternoon.

With Port Power playing Collingwood we thought a lean day would eventuate. Boy, ! were we wrong! The Power lost by 44 points and their chance for the Grand final. The "OVERLAND" train to Melbourne consisted of 32 carriages and 750 passengers, mainly fans. Another worthy note was the fine and warm day of 27 degrees, the hottest day since the end of last summer.

The canteen was very busy, however the able help consisting of Julie Klaffer, Jean and Sue Clark, Marg. Lewis, Kristine and Janelle Templeman and Margaret Sambrooks made life easier.

The boiler house boys are still having fun with their new steam whistle rigged up by Ralph Ollerenshaw. John Weidenhofer seems quite at home now that he is able to run his "ALLCHIN" albeit in stationery form.

SASMEE PARK STATION 5"g

Station masters David Naeser and Phil Waugh dispatched the following trains:-

4-6-4	QR Tank BLUE BABY	Dave Worrell
2-8-0	NIGEL GRESLEY	Rodney Harris
0-6-0	SCHENECTADY	John Beal
** 4-6-0	3 cyl. Freelance	Glen Templeman
** 2-8-0	CARIBOU #8307	Brad Cottle
-----	930 Class D/E	Michael Tarry
-----	Heisler	Graeme Driscoll
-----	Steeplecab Electric	John Lewis
4-6-0	DORIS [3 1/2"g]	Alan Lewis

**** These locos double headed all afternoon hauling 2 carriages.

MILLSWOOD STATION 7 1/4"g

Station attendants Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-2	TALYLLYN #1	Bert Francis
0-4-0	DOLGOCH #2	Craig Dunstan

Safety Officers of the day were Ian Clark and Barry Dunstan.

LOCO WATER

SASMEE PARK STATION ----- INNER TRACK ONLY.

Loco drivers should take note that the center water stand pipe has been relocated back some 700mm to allow for a greater space to load passengers on to the leading train. Waiting trains **MUST NOT** cross the white line showing on the concrete pavement.

Your observance of this request will go a long way to putting a smile on the station master's face.

CHRISTMAS FUNCTION

As members would be aware the third Saturday in December is not a public field day but, for many years now has been designated "our own day" when we hold our xmas function.

The club will supply, at no charge to members and their immediate families, the BBQ meal, desserts, soft drinks and tea and coffee.

Bring your chairs and eating utensils for your convenience.

Members are welcome to bring their models along for a run be it boats or locos, bearing in mind that, for the latter our normal safety regulations must be adhered to. Remember that this time of the year can turn out hot or cold so choose your clothing accordingly. In the past many have been caught out.

If coming please put your name on the form next to the "sign in" book on the President's desk. Thanks go to Gavin Trum for once again, obtaining a loan of the huge BBQ cooker, courtesy of the Advertiser.

S.A.R. UPPER QUADRANT SIGNAL

OPERATING AT LAST !!!!

Some members may be wondering where this piece of Railwayana came from. In the late 1980's this type of signal, which was introduced by the South Australian Railways some 90 years ago, was made redundant by the then State Transport Authority in favour of a new computerised searchlight type which in a short time encompassed the whole of the Metropolitan Area.

The signal on our property was directly outside on the "up" track facing the junction at Goodwiid and was donated to SASMEE by the railways.

A Mr Sebel of STA was responsible for its relocation. The upper arm was fixed in the "down" position and accordingly always displayed a red light. Rail traffic was guided by the position of the lower arm only.

cont`d

After sitting forlornly on our property for some 15 years a couple of our members sought club permission to get the signal operational, but more so by the movement of our own trains departing Millswood Station.

When the loco driver or station attendant presses the start button which activates the green aspect and the green "S" below, the lower arm of the signal raises to the vertical position. When the last carriage clears the track circuit the red aspect is activated and the lower signal arm falls to horizontal. If necessary, a timing device can relay falling of the arm -- this an optional feature.

The upper signal arm lamp has always been missing so Barry Dunstan kindly donated a similar one from his own collection. Both lamps have been rewired and painted. Alex Mitropoulos supplied a control box plus all the associated electronic components that were required to work in with the normal SASMEE signalling. Ian Clark made the system work by tapping into the departure signal, at Millswood Station, to which the S.A.R. the signal is a slave so to speak.

The scary job of re-attaching the signal lamps and wiring up some 30 feet up on a swaying pole was done by Craig Dunstan ---- There was no competition here !!! The signal has also been repainted. Historically, it is beleived that SASMEE has the one and only S.A.R. upper quadrant electric signal which is train , in South Australia. The signal, which was brought into service on the PDF 2nd November 2003, can be easily viewed by the public who appreciate the demonstration of this railway relic with each departure from Millswood station.

Incidentally everytime the signal raises to the vertical position a mechanical counter operates in the motor housing thus, upon checking the number before and after public running we can find out just how many trains departed Millswood station.

Hopefully some photos will be included in the next SASMEE bulletin.

SPRING RUNNING NOVEMBER 2003

Well summer is just around the corner and already the experts are predicting a hot one. Notwithstanding this PFD on Sunday 2nd of November was excellent with a mild sunny day of 18 degrees and a very manageable crowd which included 6 birthday parties.

We had a visitor from the Tullamarine Live Steamers in Victoria, Peter Perin, who was made most welcome and spent some time in the gatehouse with John Lewis.

cont'd



BERT AND JEANETTE FRANCIS POWERING [STEAM] ALONG THE
MAIN STREET IN GOOLWA. DATE NOT RECORDED.



MANY MINDS WERE THINKING, "HOW DO WE GET THIS THING OFF
OF HERE"?? 3/9/03

P.7B



EVENTUALLY UNLOADED AND FASTENED TO THE CONCRETE
BASE. AWAITING THE FIRST LOAD OF CHAR. 3/9/03

P.7C



OF GENERAL INTEREST. THE PORTABLE BOAT POND AT THE 1996
MODEL ENGINEERING EXHIBITION, DURING A DISPLAY OF SOME OF
THE SAILING CRAFT

We had another visitor, an ex. member of some 35 years ago, Brian Greenslade who is now an active member of Railway Park at Prospect. Brian is a principal station attendant at Railway Park and as we were "light on" at SASMEE Pk Station he kindly helped young Damien Wright to cope with the crowd.

With the approaching warm weather station attendants are urged to be vigilant regarding the footwear issue and also no "babes in arms" riding on trains.

The canteen was well staffed and the ladies even had time to sit under the verandah and have a natter.

The boiler house played its visual part with Colin Cook, Bob Scanlon and John Weidenhofer in attendance. Ralph Ollerenshaw was not present and the others forgot they had a whistle to play with!.

The boat pond wasn't to healthy --- apparently it is thought that the 100% refill with bore water is conducive to promoting algae growth.

Consequently the boat boys have had to don thigh boots and physically rake out as much as they could before any boats could be run without dodging around all the patches of this horrible green stuff. Moves are afoot to try and rid the pond of this problem --- a further report later. Boats were operated by Mary and Gerry Turner, Norm Kernick, Bob Smith and Dean Digiusto.

SASMEE PARK STATION 5"q

Station attendants Damien Wright and Bob Greenslade dispatched the following trains:-

0-6-0	SCHENECTADAY	John Beal.
0-8-0	NETTA	Dave Worrell
-----	422 Class D/E	Malcolm Ambler
-----	Steeplecab Electric	Ian Clark

MILLSWOOD STATION 7 1/4"q

Station attendants Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-0	DOLGOCH #2	Craig Dunstan
0-6-0	KOPPEL	Glen Templeman
4-6-2	Pacific #8443	Ian Thomas
-----	SHAY #12	Graeme Driscoll

According to Safety Officer, Barry Dunstan, a lot of interest was shown in the commissioning of the S.A.R. upper quadrant Electric signal which is well on view to the public.[see separate report]

ANNUAL CLUB LUNCH

On Sunday 16th November FRESH CHOICE, all you can eat restaurant was once again the venue for the popular club outing with some 48 souls availing themselves of the sumptuous main courses and desserts. For two and a half hours members and families were able to eat, mingle and talk about things other than Model Engineering -- well mostly!

This was the fourth successive year at FRESH CHOICE, maybe next year we try somewhere different, or go back again. Some feedback in this regard would be most welcome.

SOME SASMEE HISTORY

As mentioned in the last Bulletin this current issue will run a copy of the club's annual report of 50 years ago.--- The year of 1953.

It is interesting to note that all this time ago some 110 members were on the role.

SOUTH AUSTRALIAN SOCIETY OF MODEL & EXPERIMENTAL ENGINEERS.

26th ANNUAL REPORT

Mr Chairman and Gentlemen,

It is my pleasure tonight to present to you the annual report for the Society's year ending April 1953.

MEMBERSHIP:-

We started the year with exactly 100 and finished with 110, this number includes 6 honorary members. I am glad to report the fact that only 2 resignations were received.

ATTENDANCES:-

Average attendance at the general meetings was 34, the lowest for over three years. Last years figure was 39. This is not a pleasant fact to report.

INFORMAL MEETINGS:-

These were fairly well attended and were helpful to new members.

TALKS, LECTURES ETC:-

As usual these were much appreciated -- here are the details ---

June 1952--- A pictue show by Claude Miller and son Don, the main feature being films of the Royal Adelaide Exhibition with a special item showing the Society's exhibits in detail.

cont'd

July--- A talk by Max Dunkley on his gold medal beam engine, a wonderful job!

August--- Big show of work for Annual competition.

September--- A jumble sale conducted by Allan Frankham added the sum of seven pounds and ten shillings [\$14.50] to the club funds.

October--- A talk by Ralph Excell on making an electric hedge cutter.

November--- A descriptive account by your secretary of his recent trip to Britain.

December---Another film evening

January 1953--- A 10cc model racing car by Mr Collins.

February--- "Some aspects of sanitary engineering" by Allan Frankham.

March--- "Railways of Queensland" the story of a holiday up north by Owen Thomas.

April--- Picture show of engineering interest by Don and Claude Milller.

ANNUAL COMPETITION

Once again this feature proved to be very popular, over 13 pieces of work were on show for the members to judge.

The first prize went to Fred Hercus for his horizontal steam engine and the second award to Mr B. Collins for a very fine model speed car.

VISITS

A party of members spent a pleasant and educational time at the Coldstream Refrigerator plant at Unley. After viewing the factory we were invited by the Heads of the firm to a very fine supper, all very enjoyable.

LIBRARY

Our thanks are due to the honorary librarian, Len Peckham, for his good work in this department, not only does he keep a watchful eye on the books but has offered to bind all the monthly issues of the English Model Engineer.

SASMEE PARK

There is little to report on this project --- although things are moving towards the building of necessary lavatory accommodation. The multi gauge track is still not finished.

con`td

FINALLY

Before closing this report I must thank the retiring President and all the officers for their loyal support, also Ken Mayfield for his good work as secretary during my absence. To the Officers who will be elected tonight I say good luck with the job they have taken over, and to all the members I call attention to the one discordant note mentioned earlier in the report --- the fact that the average attendance has dropped from 39 to 34. Please see that it rises again.

V.H.Messer
Honorary Secretary

MAY 12th 1953.

SHOW OF WORK [The Editor]

The Annual show of work was held on our November meeting night. As we have come to expect the display of work items was of high standard. One never quite knows what members will bring along, which in turn provides a good venue for discussion and questions. Briefly the objects on display were:-

A Black Five class loco in 5" gauge by Allan Wallace. Well advanced with workmanship and detail of the highest order.

Graeme Driscoll's boiler and smoke box for his Meyer Kitson is well on the way to completion. Graeme's ability to complete projects in quick time should see this loco on the track shortly?

Two single cylinder aircraft engines [diesel glowplug] were the work of Ron Christie. Scratch built to Ron's design concepts these items were a display of impressive workmanship and originality.

Andrew Thomas displayed a single cylinder steam engine mounted on a polished base. A first class model!. A credit to a younger modeller.

A pair of Loco driving wheels with mating leaf springing was the work of Bob Nash. Polished and painted to Bob's highest standards these items gave an insight of things to come.

A partially planked boat frame was displayed by Bill Weste. A model of the first boat to sail single handed around the world, this model will further enhance the boat pond when completed.

con'td

A set of patterns and core boxes were displayed by Simon Huntington. These units are for casting s for a batch of "ALLCHINS" being constructed by a group of Club members.

A very practical and well thought out Mini-drill was the work of Malcolm Ambler. This vertical drilling machine would be ideal for those jobs demanding SMALL drills.

Brian Homan took advantage of the 5" track to display a most impressive flat car, complete with a scale load authentically tied down. Mounted on the car was a workshop size plate bender which looked like it was made for some hard work.

A bogie unit for an electric loco was the work of Paul Dicker. Of most rugged construction this unit is destined for some heavy hauling.

A set of components for a wet back traction engine boiler were on display by Graham Myles. All ready for welding this project will be watched with interest as the preparation of the plate work was first class.

The BR2 of Bill Coles is making slow steady progress. A lot of the components are lost in sight. Next year we hope to see the nine cylinders all in place.

Editors note. The photos taken during the show of work, when printed were not of sufficient quality to be included in this news letter. However, higher skills than mine will overcome this technicality and it is hoped the next Bulletin will contain the photos. My apologies.

WANTED TO BUY

5 INCH GAUGE INJECTOR [Reg. Whitford Type]
Preferably unused
Contact Barry Dunstan
Phone 08 8248 4843

COMMITTEE DIRECTIVE

TRACTION ENGINE & ROAD VEHICLES.

The subject of running and/or displaying of traction engines and road vehicles within the grounds of SASMEE was discussed at Committee and a series of proposals put to the November 2003 general meeting for ratification.

Bearing in mind the mandatory requirements of the Workplace Safety regulations the outcomes are as follows:-

Traction engines/road vehicles may operate, until further notice, only for display/demonstrative purposes in the areas defined.

Traction engines/road vehicles **cannot** carry members of the public.

Models being presented must be on a designated site prior to the starting time of 2pm and must not leave that area prior to the cessation of operations at or about 4.30pm.

There were 3 options discussed as regards areas of operation. The outcomes are as follows:-

Option A. Behind a public barricade adjacent to the Millswood station. Not favourable due to limited space, owing to parked cars.

Option B Boat pond area in the vicinity of the old bus shelter. Entry via gateway provided. Static display only.

Option C On the lawned area behind SASMEE Pk Station and extending to and including a portion of the old traction engine track adjacent to the 5"g track. A boundary fence will be erected in due course. This will be the only area that models may successfully be put in motion.

This area, more than before allows excellent exposure of models for the viewing public

The new run roughly equals the distance of the old abandoned track.

B.F.Dunstan

President.

RAILWAY QUIZ

Q-----Why did at least six, S.A.R. "P" class 2-4-0 locos have their chimney's shortened?

Answer in next Bulletin.

Answer to Quiz ----- Last Bulletin.

Q----- How many S.A.R. "F" class tank locos were superheated?

A----- None. [This was a trick question]

A bit of "F" class trivia.-----

Apart from the fitting of ugly oil tanks in the coal burner space in some class, the external appearance changed very little except for class leader #167 which, in 1945 was fitted with an extended smoke box and a "flower pot" type chimney.

Apparently no significant benefits were achieved. No 167 was also the first of its class to be withdrawn from service in January 1956, and cut up for scrap a couple of months later.

In May 1963 F251 was preserved as a static display at the Elizabeth shopping center. However, by the early 1980's the shopping center was expanded and the loco was superfluous, hence its disposal to Steamranger, whose dedicated volunteers spent many years restoring it to its former glory. It now resides at their Mt Barker depot. It is believed that our late member Ralph Skewes manufactured a new whistle for the loco.

**THE EXECUTIVE & COMMITTEE WOULD LIKE
TO THANK ALL SASMEE MEMBERS AND THEIR
FAMILIES FOR A SUCCESSFUL YEAR AS A CLUB
AND WISH EACH AND EVERYONE A HAPPY
SAFE XMAS, AND A SATISFYING 2004.**

S. A. S. M. .E. E. OFFICE BEARERS
2003----- 2004

PRESIDENT:	BARRY DUNSTAN	8248 4843
VICE PRESIDENT:	GLEN TEMPLEMAN	8338 0380
SECRETARY:	IAN CLARK	8293 6537
MINUTE SECRETARY:	JEFF SCHAEFER	8298 6927
TREASURER:	PHIL WAUGH	8242 1237
ASS. TREASURER"	JOHN LEWIS	8297 2581

COMMITTEE:	GRAEME DRISCOLL	8276 9387
	BILL COLES	8296 2167
	JOHN DAVEY	8296 9879
	JOHN BEAL	8297 2314

AUDITORS:	JOHN DAVEY
	GRAHAM GAETJENS

LIBRARIANS:	JOHN DAVEY
	BILL COLES

BOILER INSPECTORS:	ALAN BRABHAM	8362 1279
	JOHN GORDON	8398 2035
	BILL COLES	8296 2167
	JOHN LEVERS	8569 2842

CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE

CANTEEN ROSTER:	JEAN CLARK	8293 6537
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VICE PATRON: His Workship the MAYOR of the City of
Unley, Michael Keenan.

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